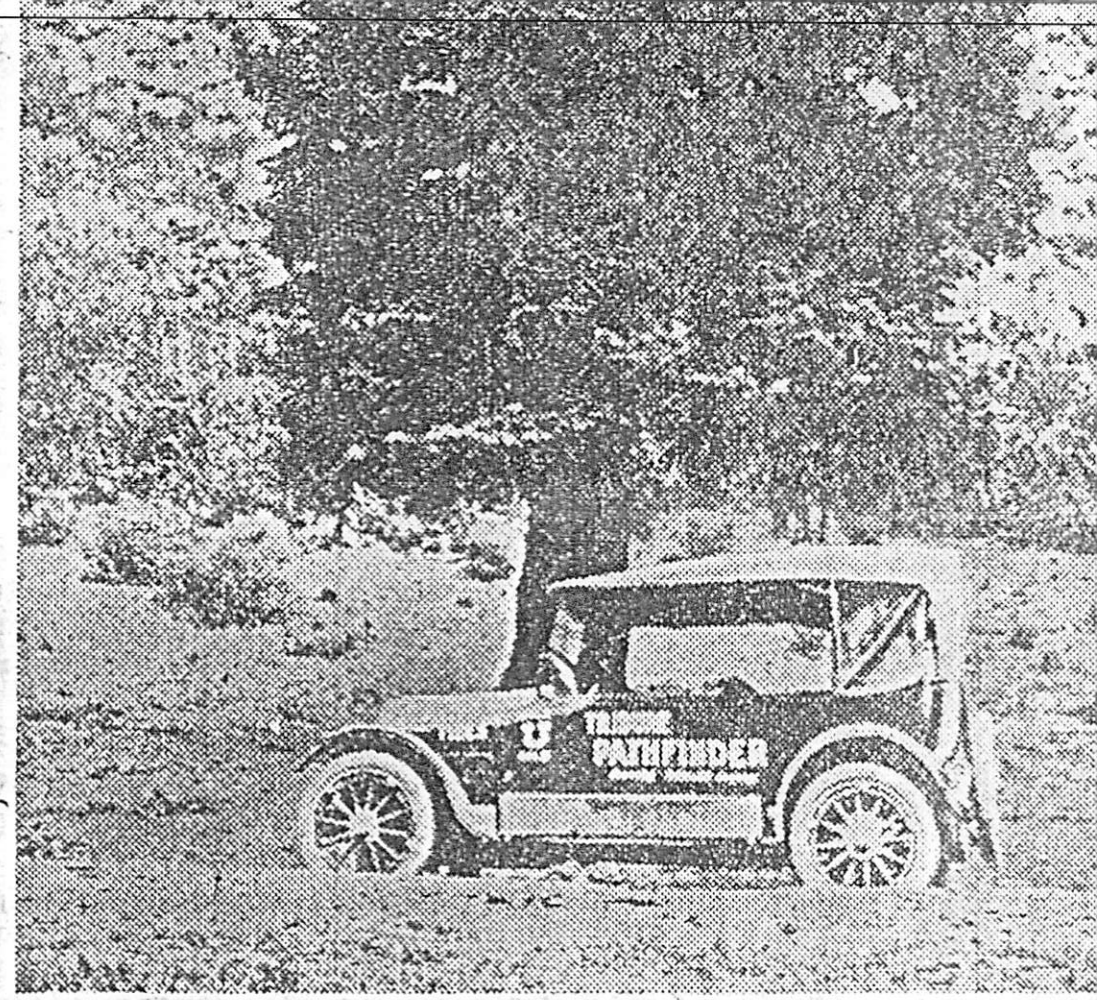


8—Enter Parleys Canyon. 8.1—Reservoir on right, road winding; use horn frequently. 8.8—Cross railroad track and back again. 9.6—Cement plant. 10.1—Rock quarry. 10.8—Rock wall on left. 11.9—Rock loading tramway on right. 12.2—Hawthorne resort. 12.5—Dale station. 13.6—Old barn and house on left. 14.2—Road forks, keep to right. 14.4—Mt. Dell clubhouse. 16.5—Halfway House. Meals can be obtained here. 17.4—Under railroad trestle. 18.4—Ranch and barn. 19.1—Under railroad trestle, last water before reaching summit. 19.9—Summit.

IN SIMILAR detail, the adventurous tourist was led to Kimball's Ranch, and then, with warnings of "bad mud hole at 31.9 and "deep sand" at 37.5, to Wanship, Hoytsville, Coalville, and Echo for a total of 50 miles.

At that point the motorist could turn right to Evanston, 34.2 miles past check points such as barbed wire fences, telephone poles and train tracks, through such hazards as "bad gully and crossing" at the state line, "high road centers," a quarter-mile of "steep, rough hill," and a "soggy place in road, turn to left or right to avoid a possible mire."

Or he could turn left down Weber Canyon to Ogden and back to Salt Lake, a route marked by three miles of "rough going in sand" below Echo and several miles of almost impassable sand between



Bill Rishel photographed Pathfinder by The Big Pine in Canyon, during a route-mapping tour through eastern Utah.

tween Pocatello and St. Anthony.

"It is five miles long, but can be negotiated by deflating tires and taking your time," Rishel reported. "Indians with teams are stationed at both ends of this sand, anxious and willing to pull an automobile through for a small consideration. There are four especially bad spots. Extra passengers can help here by getting out and pushing. Keep to main road and don't try to take

little attention to the cars of 46 years ago in hot water all the time.

The Salt Lake (Brighton) tour requires low gear up Little Cottonwood Canyon, but Rishel said water is found all the time in the radiators."

Just before the climb to the summit to Fish Lake, Rishel said, "220 yds.

Nowadays, the drive to the summit of Parleys Canyon is a 20-minute romp on a super-highway. In 1911, it went like this, in Rishel's log:

Salt Lake-Echo Log

(Set speedometer at zero. Figures show mileage.)

00.0—Salt Lake Tribune. Go south to Second South, turn to left, go east for nine blocks to Ninth East, turn right and go south to 4. Twelfth South, turn left. 4.2—Take left hand road up hill. (Right hand road going south for Cottonwood Canyons.) 4.3—Schoolhouse on left. 4.7—Penitentiary on right. 5.1—S. turn, windmill on left, go block and turn right. (Road forks here, but turn to right.) 6—Road forks, keep to left—main road on top of dugway. 6.5—Railroad to Park City appears on right. 7.7—Old brewery, white building on left; good water here. 8—Enter Parleys Canyon. 8.1—Reservoir on right, road winding; use horn frequently. 8.8—Cross railroad track and back again. 9.6—Cement plant. 10.1—Rock quarry. 10.8—Rock wall on left. 11.9—Rock loading tramway on right. 12.2—Hawthorne resort. 12.5—Dale station. 13.6—Old barn and house on left. 14.2—Road forks, keep to right. 14.4—Mt. Dell clubhouse. 16.5—Halfway House. Meals can be obtained here. 17.4—Under railroad trestle. 18.4—Ranch and barn. 19.1—Under railroad trestle, last water before reaching summit. 19.9—Summit.

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Or he could turn left down Weber Canyon to Ogden and back to Salt Lake, a route marked by three miles of "rough going in sand" below Echo and several miles of almost impassable sand between Clearfield and Layton in Davis County, "the worst road of the entire trip."

This circle route from Salt Lake to Echo, Ogden, and return was clocked at about 135 miles and "the trip can be made in eight hours."

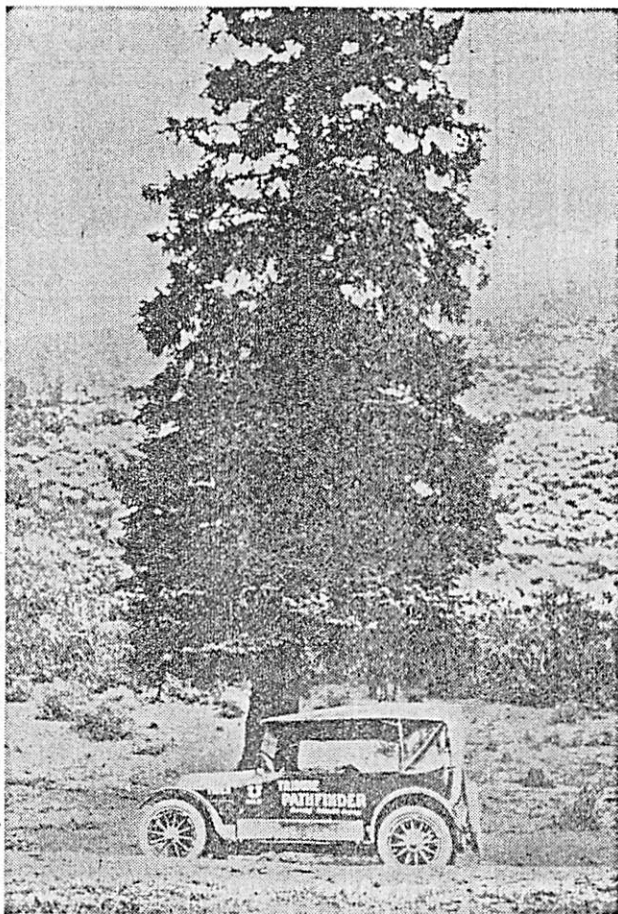
Each Sunday thereafter, The Salt Lake Tribune devoted a full page to Rishel's strip maps and logs to various points throughout the Intermountain Region.

On Aug. 20 it covered the loop from Salt Lake to Park City, Heber, Provo and back. The Pathfinder made this 107.6 mile circuit in 7 hours, averaging a thumping 15 m.p.h. Between Heber and Midway, Rishel noted, "All horses in this section of country seem afraid of automobiles."

An ambitious tour was started Aug. 27, a 342.6 mile junket to the west gate of Yellowstone Park, requiring a full page for four successive Sundays to cover the ground. "Excellent Hotels and Roads Not Formidable," the headline announced. The park itself was off limits to automobiles but, as Rishel said, "The last 50 miles before reaching the gate are through the same kind of country as inside the park and well worth the trip."

A LOT of extra equipment is not required," he noted, "since there are repair shops along the way. All you need is an extra casing or two, a couple of extra inner tubes, an axe, spade and piece of rope."

Greatest obstacle of the trip was the notorious "Ross Fork sand" be-



Bill Rishel photographed Pathfinder by The Big Pine in Daniel's Canyon, during a route-mapping tour through eastern Utah section.

tween Pocatello and St. Anthony. "It is five miles long, but can be negotiated by deflating tires and taking your time," Rishel reported. "Indians with teams are stationed at both ends of this sand, anxious and willing to pull an automobile through for a small consideration. There are four especially bad spots. Extra passengers can help here by getting out and pushing. Keep to main road and don't try to take to the sagebrush at sides of road. (Note: You may hear of another road via the old Indian graveyard. Don't take it. It's just as bad and twice as long. The Pathfinder made this mistake once.)"

After three long days of travel, Rishel reached the west gate of Yellowstone. He photographed a park ranger holding up his hand, refusing to allow the Pathfinder into the park. Printed Sept. 17, this picture and a separate story touched off a successful Tribune appeal to have Yellowstone Park opened for automobile travel.

In subsequent weeks Rishel led the way to Fish Lake, Bear Lake, and Cedar Valley in Utah, Soda Springs and Preston, Idaho, and Reno, Nevada.

IN THOSE days the best defined roadway wasn't always the main route. At a junction north of Fairview, Rishel advised, "Don't go straight ahead at these crossroads. What appears to be the main road goes up to several ranches and comes to an end. The Pathfinder made this mistake and it was learned that every automobile on this road to Thistle makes the same error."

On the other hand, the main road often cut through a farmyard. Near Indianola, the log reads, "23—Through ranch yard. 26.7—Forks, either will do. 27—Ranch on left, road comes in from right. 27.6—Through ranch yard."

Automotive cooling systems are so efficient today the motorist pays

little attention to the radiator. But cars of 46 years ago kept a driver in hot water all the time.

The Salt Lake to Wasatch (Brighton) tour required constant low gear up Little Cottonwood Canyon, but Rishel said, "Plenty of water is found all the way for boiling radiators."

Just before the climb over the summit to Fish Lake, the log from Salina said, "22.9—Water. Look to water; get plenty, as this is last water before making climb unless ditch at 23.7 happens to be full."

As for the hill itself, "Here strike a real climb. Gradeometer has a maximum reading of 30-degree grade. It went out of sight here. Get a pole or rocks and walk behind car to keep it from sliding back down hill with brakes set. Buck hill and if you can't get over, sit down and wait for a team to pull you."

IT WAS apparently still rough going after you made the summit. "30.5—High rock center. Bad rocks through here. 31.6—Road comes in from right and then more rocks. 33—steep hill and more rocks. Keep ahead around left shore of lake and find bad rocks at 33.4, 34.6, 35.2, and 35.5."

On today's highway down the hill from Fish Lake, the only concession a motorist makes is to slow down to 45 m.p.h. for a few turns. On Rishel's return trip log, he advised, "Put engine in low, use foot brake and hand brake. (Passengers should get out here for safety, walk alongside the machine with rocks or poles to throw under wheels should car get away from driver.)"

But the toughest road of Rishel's experience was just above the Hard-ware Ranch in Logan Canyon on the trip to Bear Lake. In Rishel's words, "came the climb over Danish Dugway, perhaps the rockiest road in Utah, if not in the whole world. No automobilist can begin to talk of hard going until he has

negotiated the Danish Dugway, said to have been executed by a native of Denmark, a genius who made it as rocky as possible so it would remain as a monument to future generations."

Beyond that point he also had trouble dodging "stones rolled down onto the road by sheep grazing above."

Of Bear Lake itself, Rishel said, "Located in the northeastern part of Utah and the southeastern part of Idaho, it is a section of country hard to reach by rail and therefore little known. Nevertheless, it is one of the most desirable spots in these two states for a week's outing and is bound to become a favorite rendezvous for automobilists."

ON THE Reno tour, via the most used road north of Great Salt Lake, Rishel was apparently afraid motorists might follow the railroad trestle into the lake itself. He warned, "At Lucin, be sure to go up the mountain and don't try to follow the railroad. The road follows a pipeline and can be seen in the distance going straight up the mountain. (Looks unreasonable, but stay on this road straight up the mountain.)"

Later Rishel used an animal as a reference point for the first and only time. Outside of Elko, the log reads, "52.5—Roads fork. Dead cow on left, follow around fence to the left."

The Reno trip wound up the first season's tours. Strip maps and logs of all the tours covered were then printed under one cover, entitled "Salt Lake Tribune Automobile Tour Book" and subtitled "Rishel's Routes."

This book, the first reliable road data west of the Missouri in the history of motoring, became the bible of transcontinental tourists and an Intermountain best seller for more than 20 years. Each year Rishel took to the road, adding to the fund of maps and logs and keeping old ones up to date.

New tours were first printed in The Tribune and then added to the next annual edition of the tour book. Not until the 1930's did oil companies start distributing the road maps we use today.

AS EXPECTED, the publicity attending Rishel's trips jarred community pride and prompted the improvement of roads throughout the area. The original Studebaker Pathfinder was put on display, a major attraction at the Utah State Fair. The next summer it was replaced by a more powerful, 36 h.p. Chalmers which, in its turn, gave way to better models through the years.

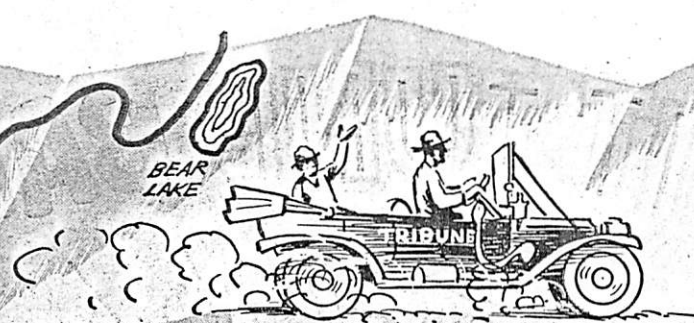
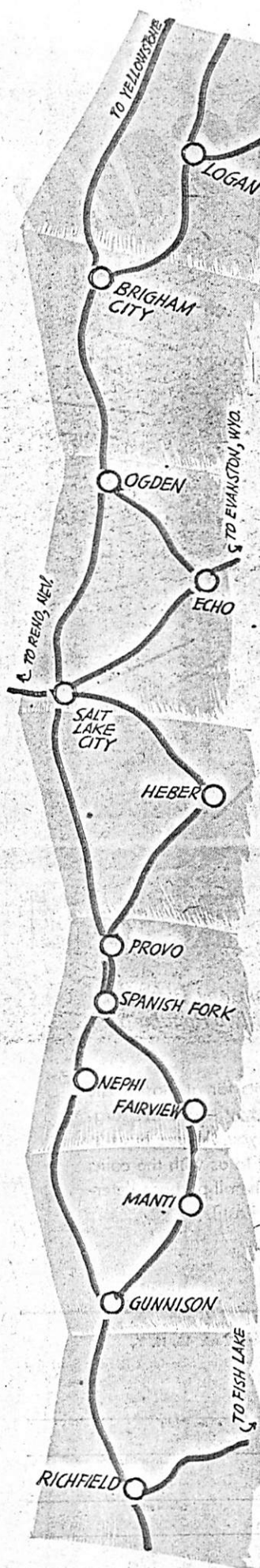
Rishel became the first president of the Utah Automobile Assn., a position he held for decades without a cent of salary. He spent a lifetime fighting for better roads in the Intermountain Area and promoting Salt Lake City as "The Center of Scenic America." More than any other man, Rishel removed Utah's early stigma as "the sand-trap and mudhole of the west" and turned it into a tourist magnet.

He was the first man to drive a car to the Grand Canyon, discovered and promoted the Salt Flats speedway near Wendover, and laid out the course of most transcontinental highways crossing the state.

BUT THE rigors of automobile pioneering apparently killed his personal zeal for driving. In a later year, when Rishel visited Washington, D.C., a newsmen there wrote:

"He (Rishel) is a giant of a man with a hearty laugh, a quick wit and a determination never to compromise with life. He conducts the offices of the automobile association, but refuses to drive a car."

Nevertheless, practically anywhere you drive today in the Intermountain West, Bill Rishel was first to show the way.



Utah's First Tourist

by Bob Halliday
Tribune Staff Writer

THERE were no highway deaths in Utah that year. In fact, there were no highways. The shortest distance between any two points was a haphazard pair of parallel dirt ruts carved by countless iron-shod wagon wheels meandering along the line of least resistance.

They weren't engineered. Like Topsy, they just "grew." A teamster rolled his wagon across the trackless waste. Others followed his faint signs of passage and a road was born, deviating here and there where an individualist felt the going might be easier. Forging creeks, over boulder beds, through mud holes, around any obstruction, it eventually took you from here to there.

By 1911, the heavily traveled thoroughfares had been manicured by community effort — shortened, straightened in spots, and major obstacles bridged or removed — but still designed for horse-drawn vehicles. The little used roads to remote towns and scenic areas were still of ancient vintage.

Utah automobile owners, 2,000 by then, stayed close to home. With no road maps and no road signs, only a few adventurous souls cranked up their horseless carriages and headed into the great unknown — such as Salt Lake to Heber City, or Nephi, or Ely, or Bear Lake.

THERE wasn't a foot of paved highway from Pennsylvania to California and the few daredevils who had crossed the continent by auto condemned Utah as the worst stretch of the entire trip. It was not uncommon to stay stuck in a mud hole or hub-deep in sand for a day or two until a farmer with a team of horses came by and hauled them out.

Standard equipment for these junkets included four jacks, extra springs and tires, a block and tackle, planks, sleeping bags, plenty of food, and two five-gallon milk cans wired on the running boards, one for gasoline and the other for water.

They obtained directions from blacksmith shops, the only dispensers of automotive fuel in those days. The purchase of a can of gasoline entitled the buyer to a penciled map and verbal instructions on the route to the next town.

The late W. D. (Bill) Rishel, former champion bicycle racer and a dynamic man of unusual vision, deplored Utah's growing notoriety as the mud hole and sand trap of the West. Rishel, sports editor of the old Salt Lake Herald, was Utah's foremost proponent of automobile travel and the first man to drive an automobile in Utah. In July, 1900, he climbed into a steam-powered Locomobile, just uncrated and assembled, and piloted the puffing

monster six blocks down West Temple Street in Salt Lake City. Awed spectators had to help push it on the return trip. Rishel also formed the nation's first automobile club in 1903.

THUS, when The Salt Lake Tribune took up its crusade for Intermountain road improvement in 1911, Rishel was the obvious man to spearhead the campaign.

Anticipating a steady increase in transcontinental touring, particularly with the San Francisco Exposition due in 1915, farsighted Utah civic leaders scented a bonanza of tourist dollars if the area's scenic attractions were publicized, the routes charted and improved to lure these motorists on side trips.

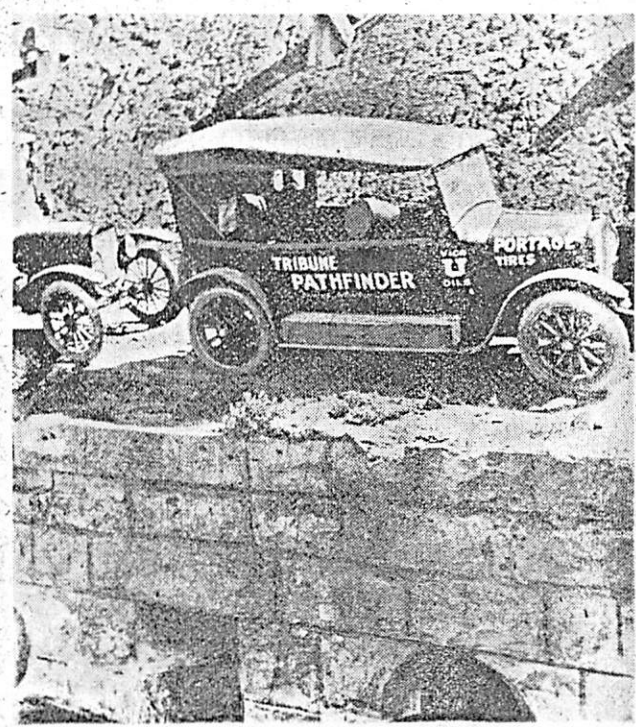
Opening gun in the campaign was fired Aug. 6, 1911. That Sunday morning an 8-column banner in the Salt Lake Tribune proclaimed, "PATHFINDER CAR MAPS OUT

UTAH AUTO ROUTES" and "Log Shows All Turns in Road."

The entire page was devoted to a map and detailed instructions on the auto route from Salt Lake City to Wanship, Coalville, and Echo, a side jaunt to Evanston, Wyo., back to Echo, Ogden, and Salt Lake City.

AT THE wheel of an EMF "30" Studebaker, provided by The Tribune and christened the "Pathfinder," Bill Rishel had toured the route the previous week. One of the most powerful cars then on the market, this pioneer hotrod boasted a 30 h.p. engine, two-wheel brakes and high-pressure tires with four-inch tread which, at a breathless 25 m.p.h., could jar the fillings from your teeth.

Setting his speedometer at zero in downtown Salt Lake City, Rishel logged each road turn and feature of the country according to the speedometer reading at the time.



A successor to original Tribune "Pathfinder" car is shown climbing railroad grade to get over a wash near Thompson, Utah, in 1919.

The Salt Lake Tribune HOME Magazine

SUN 4 Aug 1957

PUMP SYSTEM *More Gas Consumed On Dirt Roadways*

It is a good plan to start the engine when filling the radiator of a car, thus using a pump system. In some cases there are places which fill with air which can be drawn out by the pump. The system may seem full, but after the engine has started the level will be found too low. Running the engine while filling will do away with this trouble.

According to tests in the problem of paving travel, it is increased in traveling over a dirt road. Concrete highways over the least resistance to traction in terms of miles traveled are next to none. The mud and gravel are next in order.

DODGE BROTHERS SEDAN

Many who could well afford more expensive cars are showing a marked preference for Dodge Brothers Sedan.

They find it easy to drive, economical to run, and comparable in beauty and elegance with cars much higher in price.

In the vast amplitude of Dodge Brothers closed body plant, this sedan is constructed with all the studios precision that marks the work of the finest custom builders.

Eighteen days are devoted alone to the 18 rubbing and varnishing operations which are responsible for the unusual brilliancy of its lustre.

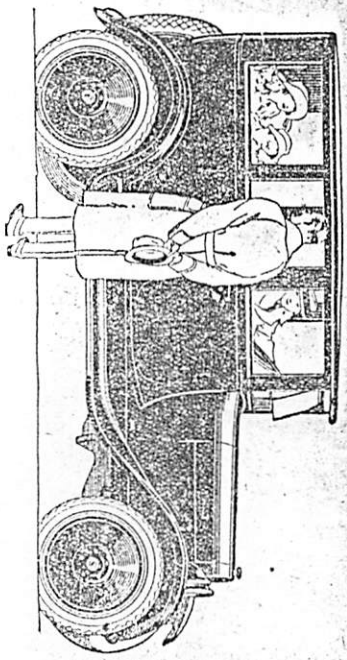
Months of seasoning precede the use of the fine, critically selected ash which gives the body its rugged firmness.

The interior fittings, too, are chosen with thoughtfulness and rare good taste. The upholstery is covered with genuine mohair velvet of a singularly rich and beautiful pattern. The seats are roomy and luxurious.

Steel disc wheels (with cord tires) harmonize in a most effective way with the new grace and smartness which Dodge Brothers have recently brought to the lines of the body.

The price is \$1650.00 delivered.

Richardson-Bower Co.
48-60 South 2nd East St. Was. 390



CURRENT WAGES FOR ROAD BUILDING LABOR

AVERAGE hourly pay of all classes of labor employed in road and bridge construction in the west. Compiled from the Bureau of Public Roads from reports on Federal Aid and Forest Aid projects. Mountain states: Idaho, Montana, Colorado, Utah, Arizona, New Mexico, Wyoming. Pacific states: Washington, Oregon, California.

Class of Labor	Mountain	Pacific
FOREMEN—		
Miscellaneous	53	75
Superintendents	58	1.00
Sub-foremen	55	.85
OPERATORS—		
Auto Drivers	53	.65
Tractor Operators	53	.65
Machine Operators	53	.65
Tractor Operators	53	.65
Jackhammer Operators	53	.65
UNSKILLED LABOR—		
Miscellaneous	57	.65
Blacksmiths	50	.65
Bricklayers	50	.65
Engineers	52	.65
Drillers	52	.65
Fitters	52	.65
Painters	52	.65
Plumbers	52	.65
Roofers	52	.65
Tramway	52	.65
COMMISSARY LABOR—		
Cooks	48	.35
Assistant Cooks	48	.35
Cook's Helpers	48	.35
Plumbers	48	.35
COMMON LABOR—		
Miscellaneous	40	.25
Common Labor	40	.25
Tramway	40	.25
Teams	31	.25
Teams including Teamsters	31	.25
Two-horse Teams	31	.25

EXTRA AUTO SHOW BILLED FOR NEW YORK THIS YEAR

NEW YORK, N. Y., Nov. 25.—New York is to have a second auto show this year, running co-incidentally with the exhibition at the Coliseum in the automobile show field is to be housed in the historic Madison Square Garden, from Jan. 8 to 11, and will take care of some 400 cars, including a large number of new models.

Spokane, Nov. 25.—Just 20 years ago was the date of the first auto accident in Chicago. Here is the way the town paper told of it:

Spokane, Nov. 25.—While talking his old friend, Sol Peck, out for a ride in his new automobile, a contraption new to the streets of Chicago, and while moving at the speed of eight miles an hour, the car of Sol Peck struck the corner of Fourth and Main streets, hand-ling Sol on the pole about six feet from the ground, while Peck struck the sidewalk, was endeavoring to avoid hitting a young woman on a bicycle. The front of the automobile was considerably damaged. It was the first automobile accident in Chicago.

REAR WHEEL CAN BE MADE CRANK IN EMERGENCY

When the electric starting system refuses to work and the crank has been left in the garage, the best way to start the car is to jack up one of the rear wheels and turn the crank with the clutch in and high gear engaged. The spark should be retarded and only a small throttle opening allowed. Before removing the jack, the rear wheel should be shifted to neutral again.

TIRE VALVE CAPS ARE OF IMPORTANCE

A tire valve without a cap gives every opportunity for sand and dirt to enter the tire. While a tire remains inflated, this dirt may not do any harm. But when a new inflation is made, the pump drives the dirt down into the tire, making an air leak connection impossible.

UNIFORM TARIFF ON AUTOMOBILES FAVORED ABROAD

Sentiment in favor of uniform international tariffs on motor cars is gaining ground abroad. In the opinion of H. H. Rice, treasurer of the National Automobile Chamber of Commerce, who has just returned from many leading countries, which favor the United States tariff offering lower duties to those countries which favor the United States tariff. A general principle of protectionist sentiment remains, to be sure, but lower duties for United States automotive products are being seriously considered in many countries.

AUTOS REPLACE CAMELS

Several of the native chiefs in Port Moresby, West Africa, use small automobiles instead of camels. These natives, while driving their cars over the sand at forty miles an hour, are wearing top hats and a string of beads around their waists.

Des News 25 Nov 1922

It is a matter of record that no line has ever come under the control of the Union Pacific which has not been improved in facilities and service to the public.

OB FOR CIVIC CLUB

Organization of any
make a safety
community and
the accident evil.
the city. Place a
point where a
during the
blue plan for every
the highways.
of determining
When there are
at certain points,
signs and more
there. When most
in the middle
than at intersec-
opinion to urge
losses is needed,
are prevalent, then
needed in school
training and
ade.

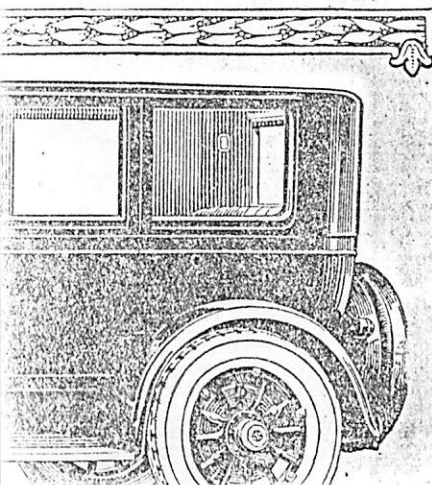
CLOSED SERIOUSLY ING INDUSTRY

Nov. 25.—Automobile
ve waded into their
with plenty of or-
maintain the break-
months of the year
being hampered by
uch bodies for the
around which the
scarcely some build-
in advance, have
to curtail their pro-
this situation will
under the additional
construction or
the present, how-
greatest obstacle pre-
tained production.
closed cars far ex-
on of the m-
the body builders
t it. Orders are be-
as rapidly as the
with shipments
the available trans-
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enforcing the
ways to deliver
however, has not
ers at a distance
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but congestion is
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ergravation is that
able for ship-
sweeps over the

mbing Planes Are Latest on to Aviation Forces of U.S.

intermediate depot
ground of the lat-
planes of the bomb-
w giant plane, the
a triplane of 120
and overall length of
a height of twenty-
scage is ten feet
cord of the upper
fourteen feet and
late wing ten feet.
ble of carrying 10-
be alone, excluding
as and the crew of
as and two passen-
quired to operate all
service conditions.
experiment.

built with a view
ation for the de-
performance of
constructed that
ombs may be car-
ried at a distance
ies may be carried
one gallons of gaso-
y for a journey of
plane can carry 10-
be in about seven
a tremendous load.
Liberty engines
means a gasoline
out 150 gallons of
it is also necessary
be the necessary in-
the pilot how all of
tioning. A tele-
to enable com-
erred on from the
the airplane, also
that communica-
th the ground when



AUTO MANUFACTURERS ARE STILL OPERATING ON HIGH SCHEDULES

DETROIT, Nov. 25.—Maintaining pro-
duction marks at points approximately
those of the earlier months of the year
is largely a matter of material supply,
closed bodies being the principal ob-
stacle to continued heavy operations.
Demand for open models is limited to
special sections of the country and to
export markets. Some factories report
demand for closed bodies now to be in
excess of 75 per cent of output.

Several factories which have been
among the leaders during the year are
now operating on low schedules be-
cause of failure of the closed body
supply. Orders on many of their closed
models are piled two months ahead
and the plants are operating at 30 to
50 per cent of former production fig-
ures. One of these factories, with or-
ders far ahead, showed an operating
deficit in the last two months.

For the most part dealers are declin-
ing to take open models for stocking
against spring demand and are clam-
oring for all the closed models they
can get. There is a general demand for
closed cars from cities in every part of
the country. Price uncertainty has
caused dealers to fight shy against
accepting any models except those for
which they have a ready market. If
there is to be any stocking it will be
light and will not take place in any
volume until the spring season is at
hand.

A large part of the present open
body business is in special models with
sport trimmings, the usual open types
not making special appeal except in
those cars which recently have been
remodeled or replaced. New sport
models will be brought out by a num-
ber of factories in the near future to
meet the demand now existing for cars
of this type. Motor World.

Admiral Beatty in A Motor Accident

(Special Correspondence.)
LONDON, Oct. 30.—Earl Beatty,
admiral of the fleet and first sea
lord, had a narrow escape from
death recently when his motor car
skidded and was ditched near Guil-
ford. Earl Beatty was struck vio-
lently on the chest by the steering
wheel, receiving injuries which nec-
essitated his remaining in bed several
days. His chauffeur and valet, who
also were in the car, were injured, the
former having a leg broken.

QUALITY GOES CLEAR THROUGH

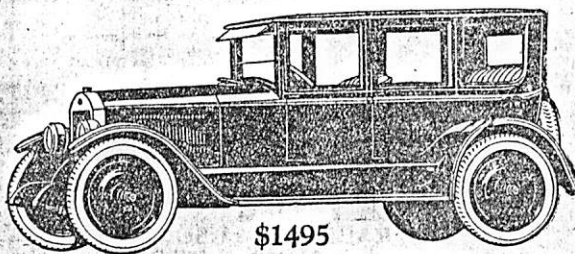
DORT SIX

On Display!—Now!—The New Advanced Dort Oiling System

The wonderfully de-
veloped oiling system of
the new Dort Six motor,
which operates under a
pressure ranging from
zero to forty pounds,
gives assurance that every
bearing rides on a film of
oil at all times. Even
rocker arms are supplied
with oil under pressure.

Result: Smooth, quiet
operation always; no
scoring of bearing surfaces;
no clicking, chattering
valves; a more even tem-
perature throughout the
various parts; overheat-
ing prevented by over-
coming all friction;
much longer life for every
vital part of the motor.

See the special display of this oiling system at our showrooms



\$1495

Dort Four-Cylinder Cars, \$865 to \$1370; at Flint
Dort Six-Cylinder Cars, \$990 to \$1495; at Flint

ON EXHIBIT

M. L. GRAHAM CO.

DISTRIBUTORS—SALT LAKE

325-331 South West Temple Street.

Wasatch 3766

1470

Great Britain Working on Proposition Of Having Rubber Utilized in Paving

WASHINGTON, Nov. 25.—According
to a report of Consul Coulter, to the
department of commerce from London,
a new type of rubber composition pav-
ing block has been produced by a Lon-
don firm. The new block contains many
attributes and can be placed on the
market at a price competing with the
ordinary cressoted wooden block, when
the advantages of absence from noise
and ability of the block to wear are
taken into consideration. The block
will endure for 15 years, on an es-
timate.

Two Types Produced.

Two types of blocks have been pro-
duced—a number one block, made of
the "core" surfaced with a half-inch
hard vulcanized rubber, and a number
two block, which consists of the
"core" only. The principal ingredients
of the core, which has been patented,
are rubber, fute and china clay. These
ingredients enable the whole block to
be vulcanized in one piece, and it has
been found by experiments that the
block should be a solid mass and not
made up of separate superimposed
portions. Where the block has been
hollowed out and filled with concrete
or wood to reduce cost, it has been

found that the rubber surface "creeps"
and shows wear on the underside at
the place of contact and not on the
surface.

In an experiment of a wooden block
upon which a steel plate was placed
as a seat for a rubber surface, it was
found that the heavy traffic turned
up the steel plates at the edges. At
St. Pancras Railway station the cov-
ered way under the hotel is covered
with a sheet of rubber of about one-
half inch thickness. It has been
found, it is claimed, that there is a
tendency for the rubber sheet to "lick
up" so that it must be pegged down
from time to time. As a result of
various experiments the manufacturers
have decided that the separate solid
block proposed is similar to the wooden
block used ordinarily for street paving,
and measures nine inches by 4 1/2 inches
by three inches.

Up to the present time it has not
been possible to manufacture rubber
blocks at under three times the cost
of wood paving, which is about \$5.40
per square yard. The Gould block
core, it is claimed, can be made at 4
cents per pound, and it is hoped that
the price of paving will not be more
than \$13.35 per superficial square
yard.

bits than hunters. The glaring head-
lights of the cars as they travel at
night are said to have an irresistible
fascination for the animals. They have
a habit of squatting in the road and
waiting until the car approaches, and
thousands of them are run down and
killed.

There are approximately 1,000 wom-
en engaged as chauffeurs in the United
States.

An average of \$32 in taxes is paid
every year for each motor vehicle in
the United States.

In China the price of gasoline varies
from 40 cents a gallon in Shanghai to
\$20 a gallon in Urga, Mongolia.

Nearly every artisan in California,
be he carpenter, bricklayer or what
not, drives to work in his automobile.

License plates for automobiles in
Spain are not issued by the govern-
ment but are secured from automobile
accessory dealers, tinshops and black-
smiths.

Sixty-nine of the 100 automobile
headlight devices so far approved for
use in New York state have been de-
clared illegal by the state tax commis-
sion.

Certain engineers in England are
advocating installation of roads which
are concave and drain to the center,
instead of toward the sides, as is usu-
ally found under ordinary conditions.

While all traffic now moves to the
left in Nova Scotia, a law has been
passed by the legislature of that prov-
ince making "Keep to the Right" the
rule of the road effective Jan. 1, 1923.

Speed laws for drivers of all types of
motor vehicles are to be abolished in
England. These laws will be replaced
by a rigid enforcement of the regula-
tions for dangerous driving, with in-
creased penalty.

Every American automobile enter-
ing Juarez, Mexico, will be taxed 15
cents. The money will go into a fund
to pave the streets of that city. In ad-
dition a charge of 25 cents is imposed



to build new highways is gaining
ground throughout the country.

Mrs. Jessica E. Smith, aged 41, of
New York City, claims the honor of be-
ing the first woman motorist in the
United States. She has driven all over
this country and Europe.

The Pennsylvania State Highway De-
partment has received \$400,000 thus far
in revenue for motor vehicle license ap-
plications for 1923. More than 40,000
licenses have been applied for.

To eliminate irresponsible chauffeurs
from the streets it is proposed that no

DODGE BROTHERS SEDAN

Many who could well afford more expensive cars are showing a marked preference for Dodge Brothers Sedan.

They find it easy to drive, economical to run, and comparable in beauty and elegance with cars much higher in price.

In the vast amplitude of Dodge Brothers closed body plant, this sedan is constructed with all the studios precision that marks the work of the finest custom builders.

Eighteen days are devoted alone to the 18 rubbing and varnishing operations which are responsible for the unusual brilliancy of its lustre.

Months of seasoning precede the use of the fine, critically selected ash which gives the body its rugged firmness.

The interior fittings, too, are chosen with thoughtfulness and rare good taste. The upholstery is covered with genuine mohair velvet of a singularly rich and beautiful pattern. The seats are roomy and luxurious.

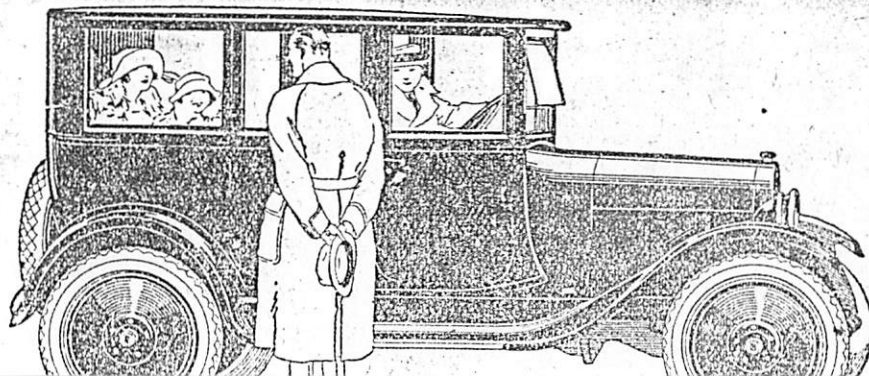
Steel disc wheels (with cord tires) harmonize in a most effective way with the new grace and smartness which Dodge Brothers have recently brought to the lines of the body.

The price is \$1650.00 delivered.

Richardson-Bower Co.

48-60 South 2nd East St.

Was. 390



ROAD BUILDING LABOR

IN TOWN OF CHICO

AVERAGE hourly pay of all classes of labor employed in road and bridge construction in the west. Compiled from the bureau of Public Roads from reports on Federal Aid and Forest Aid projects. Mountain states: Idaho, Montana, Colorado, Utah, Arizona, New Mexico, Wyoming. Pacific states: Washington, Oregon, California.

Class of Labor—	Mountain.			Pacific.		
	Grade.	Pav.	Struc.	Grade.	Pav.	Struc.
FOREMEN—						
Miscellaneous .....		.52		.62	.75	
Superintendents .....	.98	.99	1.00	1.11	1.23	
Foremen .....	.69	.68	.79	.72	.88	
Sub-foremen .....	.62	.55	.52	.68	.56	.86
OPERATORS—						
Miscellaneous .....		.50		.62	.73	.56
Auto Drivers .....	.53	.51	.55	.65	.69	.67
Truck Drivers .....	.60	.63		.79	.72	
Roller Engineers .....	.53			.51	.62	
Machine Drillers .....	.62	.65	.45		.90	.75
Mixer Operators	1.00	.80		1.10	1.05	
Steam Shovel Operators .....	.62	.57		.75	.76	
Tractor Operator .....	.59			.61	.55	
Jackhammer Operators .....		.59		.75	.94	
Crane Operators .....	.75	.53	.47	.72	.67	.62
Enginemn .....	.59	.45	.50	.56	.60	
SKILLED LABOR—						
Miscellaneous .....	.57	.56	.69	.65	.73	
Blacksmiths .....			.40			
Bridgemen .....	.50	.50	.76	.68	.66	.65
Carpenters .....	.75		.79			.71
Bridge Carpenters .....	.52	.46	.47	.53	.62	
Drillers .....	.52	.46	.47	.53	.62	
Firemen .....		.48	.40	.75	.72	
Finishers .....		.68	.70	.68	.78	
Concrete Finishers .....		.49	.62		.85	
Masons			1.00	.75		.75
Mechanics .....	.72	.53		.90	.83	
Powdermen .....	.65	.43		.58	.69	
COMMISSARY LABOR—						
Miscellaneous .....	.55	.24		.38	.58	.31
Cooks .....	.48	.33	.32	.53	.53	.54
Assistant Cooks .....	.32	.21		.39	.44	.40
Cooks' Helpers .....	.50		.63		.34	
Flunkies .....	.37	.28	.31	.30	.29	
Walters .....	.40	.37		.25	.25	
COMMON LABOR—						
Miscellaneous .....		.52		.35	.42	.38
Common Labor .....	.40	.35	.37	.47	.50	.46
Teamsters .....	.39	.37	.37	.38	.48	.27
TEAMS—						
Teams .....	.31	.31	.28	.20	.43	.18
Teams including Teamsters .....	.47	.51	.57	.60	.50	
Two-horse Teams .....	.75					

EXTRA AUTO SHOW BILLED FOR NEW YORK THIS YEAR

NEW YORK, N. Y., Nov. 25.—New York is to have a second auto show this year, running co-incidentally with the exhibition at the Grand Central Palace. This new comer in the automotive show field is to be housed in the historic Madison Square Garden, from Jan. 8 to 11, and will take care of some 400 car, truck and accessory manufacturers who have always wanted to exhibit their products to New York show crowds, but have been prevented by limitations of space at the command of producers of the palace show.

One of the novel features of the Garden show will be greatest accessory show in the world. Manufacturers will send their products and a staff of trained clerks will take charge of the store, book orders for the various products and represent the various manufacturers. In this way the only expense to the maker is forwarding his exhibit.

NEVADA HIGHWAYS IMPROVED BY AID

ways. Frank V. Smith of San Francisco, who has just completed a tour of Nevada reports that the construction of the new Victory highway, which passes through most of the important towns of Nevada, is well under way. It is thought that, with this highway completed, much of the recreation traffic from the east will enter northern California, whereas the great bulk of it now enters southern California.

Auto Industry Has Spent Too Freely

Speaking before the Society of Automobile Engineers in Detroit, C. F. Kettering, head of the General Motors laboratories, astonished his listeners by the announcement that hundreds of millions of dollars that the automobile industry has spent could have been saved by calling production engineers and cost accountants into conference with designing engineers while the designing of cars was in progress.

"We have been too much interested in the cost of labor," said Mr. Kettering, "overlooking the fact that overhead expenses, given insufficient attention, may be an equally important factor in the ultimate cost."

CHICO, Nov. 25.—Just 20 years ago was the date of the first auto accident in Chico. Here is the way the town paper told of it:

Phil Penick, while taking his old friend, Sol Pettit, out for a ride in his new automobile, a contraption new to the streets of Chico, and while moving at the speed of eight miles an hour ran into a telephone post at the corner of Fourth and Main streets, landing Sol on the pole about six feet from the ground, while Penick struck the sidewalk.

Penick was endeavoring to avoid hitting a young woman on a bicycle. The front of the automobile was considerably damaged. It was the first automobile accident in Chico.

REAR WHEEL CAN BE MADE CRANK IN EMERGENCY

When the electric starting system refuses to work and the crank has been left in the garage, the best way to start the car is to jack up one of the rear wheels and turn it by hand with the clutch in and high gear engaged. The spark should be retarded and only a small throttle opening allowed. Before removing the jack, the gears should be shifted to neutral again.

TIRE VALVE CAPS ARE OF IMPORTANCE

A tire valve without a cap gives every opportunity for sand and dirt to work down into the valve and ultimately to produce a leak. While a tire remains inflated, this dirt may not do any harm. But when a new inflation is made, the pump drives the dirt down into the valve and makes an air tight connection impossible.

Des News Sat.
25 Nov 1922

It is a matter
that no line
come under
of the Un
which has
proved in f



Utah automobile owners, 2,000 by then, stayed close to home. With no road maps and no road signs, only a few adventurous souls cranked up their horseless carriages and headed into the great unknown—such as Salt Lake to Heber City, or Nephi, or Ely, or Bear Lake.

THERE wasn't a foot of paved highway from Pennsylvania to California and the few daredevils who had crossed the continent by auto condemned Utah as the worst stretch of the entire trip. It was not uncommon to stay stuck in a mud hole or hub-deep in sand for a day or two until a farmer with a team of horses came by and hauled them out.

Standard equipment for these junkets included four jacks, extra springs and tires, a block and tackle, planks, sleeping bags, plenty of food, and two five-gallon milk cans wired on the running boards, one for gasoline and the other for water.

They obtained directions from blacksmith shops, the only dispensers of automotive fuel in those days. The purchase of a can of gasoline entitled the buyer to a penciled map and verbal instructions on the route to the next town.

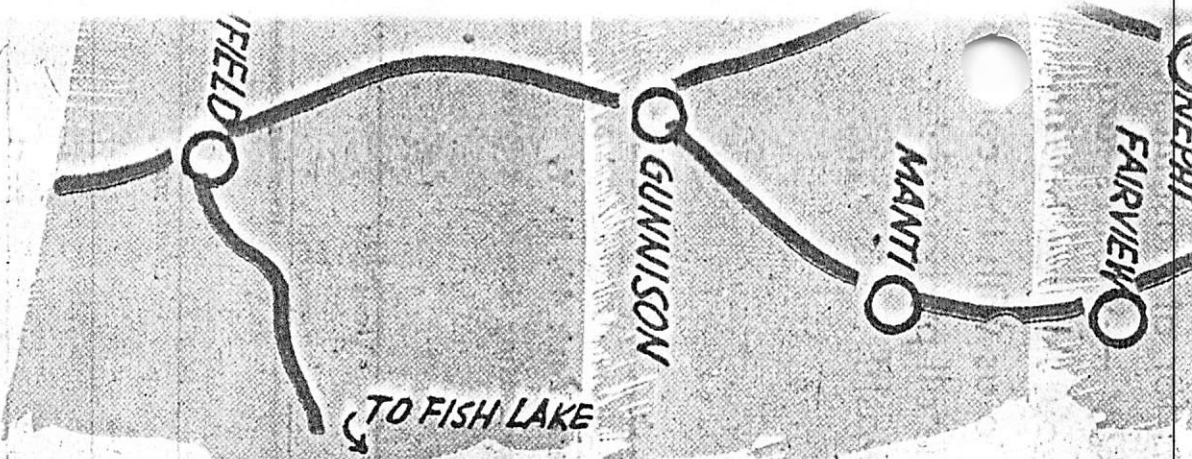
The late W. D. (Bill) Rishel, former champion bicycle racer and a dynamic man of unusual vision, deplored Utah's growing notoriety as the mud hole and sand trap of the West. Rishel, sports editor of the old Salt Lake Herald, was Utah's foremost proponent of automobile travel and the first man to drive an automobile in Utah. In July, 1900, he climbed into a steam-powered Locomobile, just uncrated and as-

fired Aug. 6, 1911. That Sunday morning an 8-column banner in the Salt Lake Tribune proclaimed, "PATHFINDER CAR MAPS OUT

in downtown Salt Lake City, Rishel logged each road turn and feature of the country according to the speedometer reading at the time.



A successor to original Tribune "Pathfinder" car.

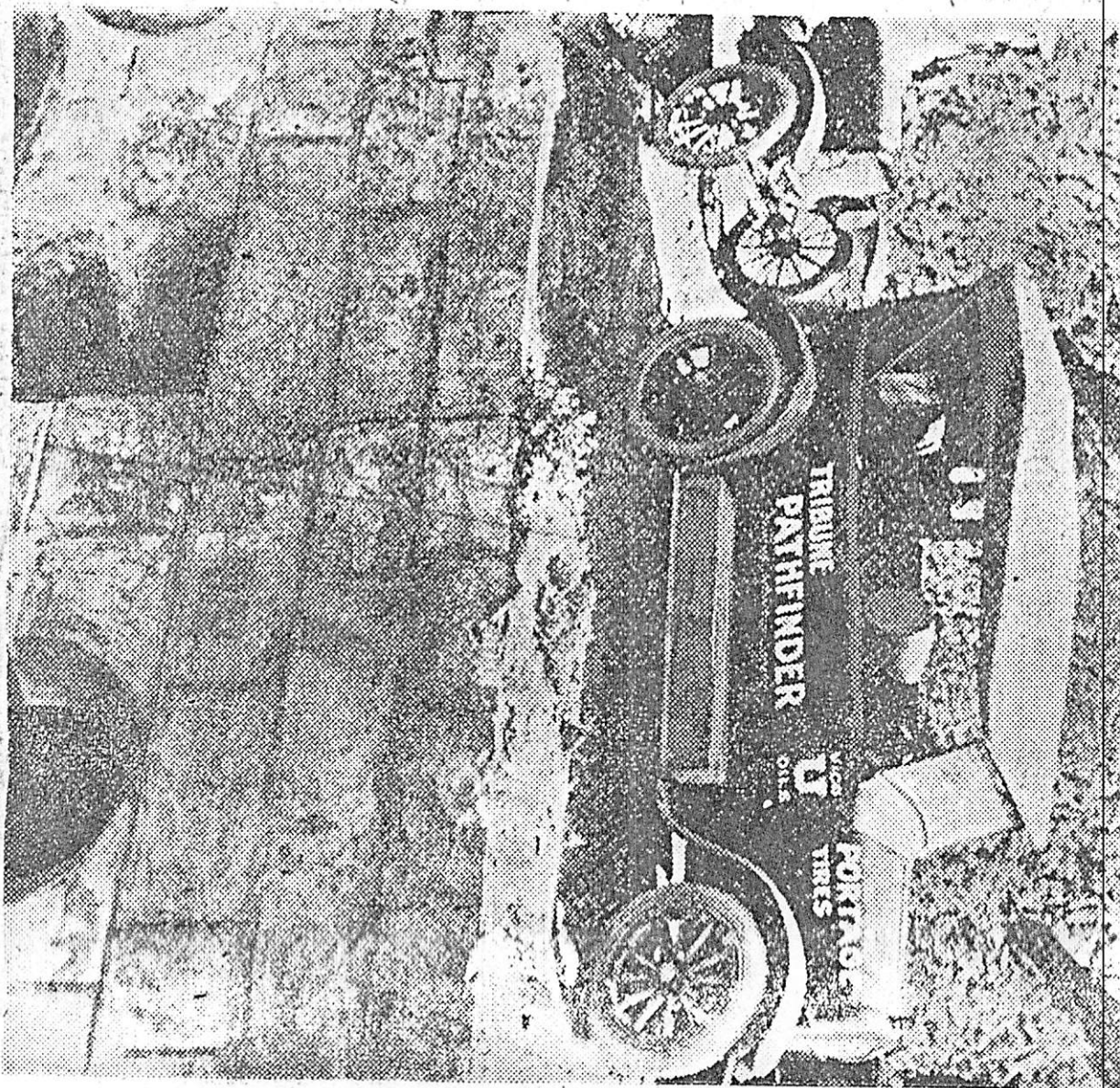


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A successor to original Tribune "Pathfinder" car is shown climbing railroad grade to get over a wash near Thompson, Utah, in 1919.

The Salt Lake Tribune HOME Magazine